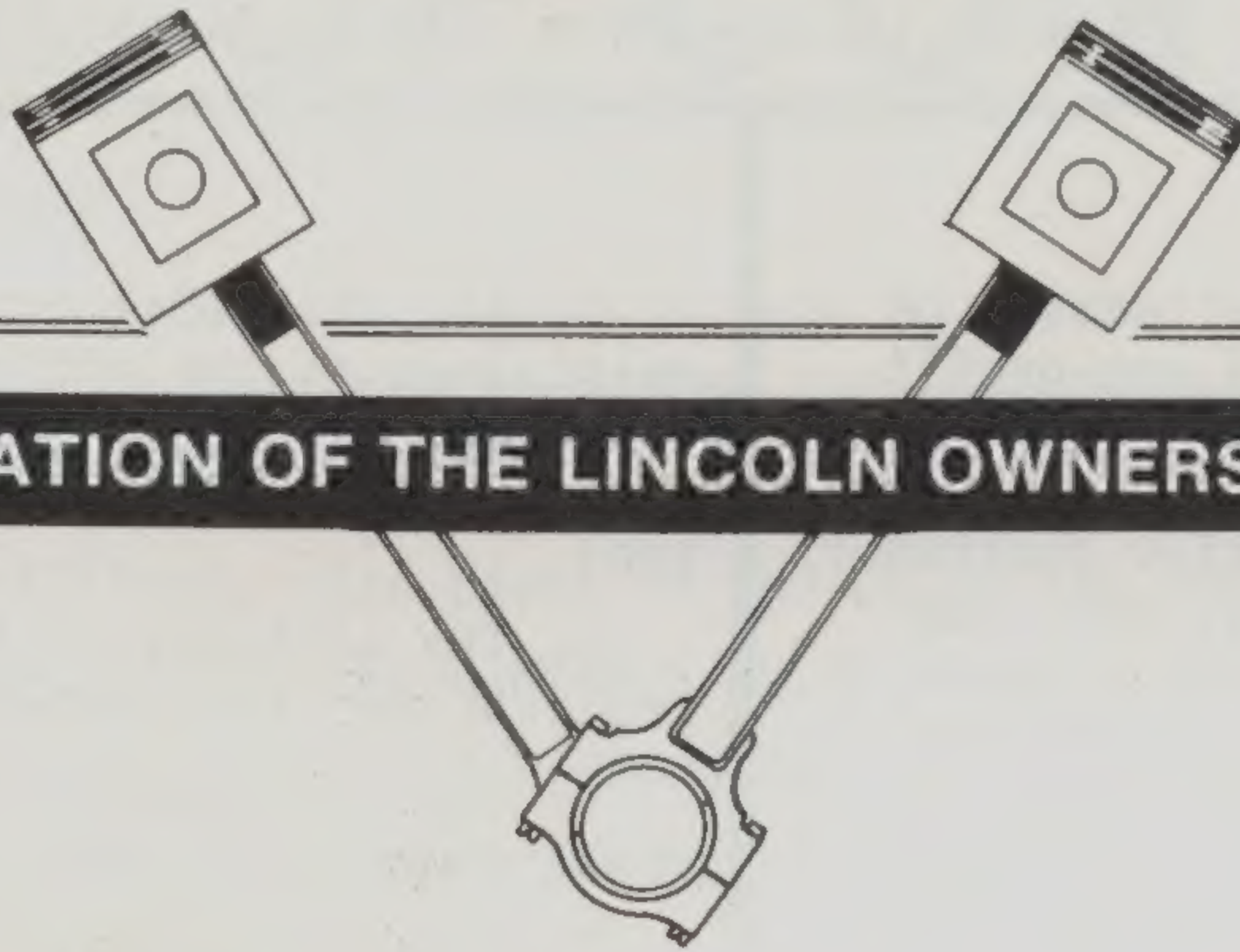


The FORK *and* BLADE



THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

NOVEMBER-DECEMBER 1977

VOLUME 16 NUMBER 6



1927 DIETRICH COUPE ROADSTER

The FORK and BLADE is the official publication of The Lincoln Owners' Club and is published by-monthly at 821 West Chicago Street, (Box 189), Algonquin, Ill. 60102. Membership dues are \$10.00 per year, payable to THE LINCOLN OWNERS' CLUB. Second-class postage paid at Algonquin, Ill.

THE FORK AND BLADE

The Fork and Blade is the official publication of The Lincoln Owners' Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information for club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS' CLUB

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

TECHNICAL ADVISERS

1921-1930: KEN PEARSON
125 Dole Ave.
Crystal Lake, Ill. 60014
H 815-459-2888, O 312-658-4588

1931-1939: DICK PRICE
RD #1
Green Lane, PA 18054
215/234-4456

MEMBERSHIP CHAIRMAN

PETER HUBBELL
5670 Commerce Road, West Bloomfield, MI
313/681-4372 48033

BYLAWS

1. The principal office of this club shall be maintained at the office of the president.

2. The president shall have custody of the club seal.

3. The officers of the club must approve all applications for membership in this club.

4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00

5. Dues for active members shall be \$10.00 per year.

6. Dues will be charged for the fiscal year beginning January 1st. Club dues are due on Nov. 1st and are delinquent after March 1st.

7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.

8. These bylaws may be amended at any annual meeting by majority vote of the members present.

BOARD OF MANAGERS

PRESIDENT

DICK CHAPMAN
914 Longstreet Dr., Brentwood, Tenn. 37027
615/690-3799

VICE-PRESIDENT

JOHN BROWER
1773 Maple, Holt, MI 48842
517/699-2746

SECRETARY-TREASURER

HENRY B. HARPER
Box 189, Algonquin, ILL 60102
312/658-4588

EDITOR

HARRY KAPHINGST
5825 Tower Dr., Newport, MN 55055
612/459-1264

RECORDING SECRETARY

SIG STENSLAND
4420 Tipsico Lake Rd.
Milford, MI 48042

TABLE OF CONTENTS

	PAGE
COVER CAR, 1927 Dietrich Coupe Roadster owned by Jack M. Durrell	1
BYLAWS, CONSTITUTION, AND NEW BOARD OF MANAGERS OF THE LINCOLN OWNER'S CLUB	2
TABLE OF CONTENTS AND CLUB PROJECTS	3
KEEPING YOUR COOL, by Jim Elliott, also pages 19 and 20 of the 1932 KB Owners Manual	4
OPEN LETTER, by Roger Sikes, ROBERTSHAW CONTROLS CO.	5
SHUTTERSTAT MODEL # 184-F2, Drawn by Mike Richardson	6
HOOD DOOR THERMOSTAT MODEL #98-L, Drawn by Mike Richardson	7
TWO THAT WERE BUILT	8
POTPOURRI	9
SHORT SHOTS DOWN THE HOOD, by Jim Elliott	9
ONE THAT WAS BUILT AND ONE THAT WAS NOT, original line drawings by JUDKINS	10
FEATURE CAR, by Jack M. Durrell	12
MINUTES, HERSHEY MOTOR LODGE, OCTOBER 7, 1977	14
TREASURER'S REPORT, as of October 3, 1977	14
MYSTERY CAR and call for help for the new editor of the F&B	14
LIGHT SWITCH WIRING 1934-1936, by Allen McWade	14
1934, 1935, 1936 LINCOLN LIGHT SWITCH WIRING, Drawn by Mike Richardson	15
FOMOCO DEALER LETTER #G.L. 1658, 7/7/27, from the collection of David M. Lau	16
FOMOCO DEALER LETTER #G.L. 1623, 4/1/27, from the collection of David M. Lau	19
LETTERS FROM MR BRUNN'S FILES & REPORT ON DR. HORNBECK'S DEATH	21
LINCOLNS IN ADS, DUNLAP HATS, VANITY FAIR, APRIL 1931	22
HEAVY TRAFFIC	23
WHEN WHEELS HAD WINGS, HARPER'S BAZAAR, AUGUST 1931	24

CLUB PROJECTS

1. 1924-1930 LINCOLN SERVICE BULLETINS \$ 30.00
2. 1931-1935 LINCOLN SERVICE BULLETINS 25.00
3. AUTHENTIC COVERS FOR 1924-1935 LINCOLN SERVICE BULLETINS 5.00
4. L LINCOLN SHOP MANUAL 20.00
5. 1931-1938 CHASSIS PARTS CATALOG, (on 4 microfiche cards) 5.00
6. 1931-1937 BODY PARTS LIST CATALOG, (on 8 microfiche cards) 5.00

*NOTE: Numbers 1 - 6 are now available for IMMEDIATE delivery. WILL THOSE OF YOU THAT HAD YOUR MONEY REFUNDED ON YOUR ORDER FOR ITEMS #5 and #6 PLEASE REPLACE YOUR ORDER.

If you have any questions or problems regarding the club projects, please let Mr. Harper know. All L.O.C. reprints are sold on a money back guarantee. You pay the postage and see that the item in question is returned in the same condition as sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, ILL. 60102.

KEEPING YOUR COOL

By Jim Elliott

Some time ago, I was fortunate enough to find and purchase a very nice, original 1932 KB, Willoughby, Limo with only 18,000 miles on it. Even with the low mileage, former abuse had taken its toll. It is too nice a driver to do a total restoration on, but it does have some problems.

After buying the car, I drove it to as many meets as possible, fixing only what was needed to keep it running. Two years ago, I decided to stop kidding myself and go through the car from one end to the other fixing whatever needs or would need attention. One such item was the shutterstat which had apparently quit working sometime ago as when I first saw the car the shutters were neatly tied open. Since the car seemed to operate just fine without working shutters I had put off the dreadful task of fixing them. However, the time had now come. What I found out in the process may be of help to other members, so here it is:

The Fulton Sylphon Division, Robertshaw Controls Company, P.O. Box 400, Knoxville, Tenn. 37901, can repair your radiator or hood door thermostats. The price for repair usually runs at least \$46.00 and takes two to three weeks on the average. It would be better to try and repair your old original unit, as it is designed to operate at 160° F. The only unit currently manufactured is model 184-F2. It is a considerably smaller unit and operates at a much lower temperature, 135/145° F.

With this article are two drawings, done by my nephew, Mike Richardson, who is an engineering student at the University of Minnesota. I had Mike copy and improve on the clarity of the photocopies of the original working drawings which Mr. Sikes had sent me. The photocopies, as sent, would not have reprinted well. One of the drawings is of the replacement unit, model 184-F2 and the other is of model 98-L, which operates the hood doors on 1932 models (and probably later). The original drawing of model 184-F2 was done on November 29, 1937, and is an exact replacement for Cadillac/LaSalle of that and later years. Model 98-L was original drawn on November, 24, 1931, for the Ford Motor Co. and is noted as Lincoln drawing #K-8831 (there are also later updates as to marking and service range). Early model 98-L units are metal die stamped #85 on the clevis end and operate at the temperature listed on Mike's drawings. On December 22, 1931, the range for model 98-L was changed to start at 110-115° F and to finish at 130-135° F. On April 15, 1932, the steel die stamp was replaced by a rubber stamp mark. If one set of hood doors on your car opens before the other set, now you know why.

One other point, on the metal plate that goes over the thermostat in the radiator, there is a small aluminum name plate for the Pines Winterfront Co. These are available from Pulfer and Williams. When you order, send a pencil and tissue paper tracing of the original unit on your car, as there is more than one variation in the name plates.

With this information, you should be able to restore the original operating temperature of your Lincoln - if your shutters work. My shutters work, but rattle annoyingly loud. Has anyone got some restoration tips on shutters that they would like to pass along?

If some unusual condition causes the thermostat to fail, the shutters may be opened as follows: Push in on the outer edge of the two center shutters at the top end. This will cause all of them to open, and they

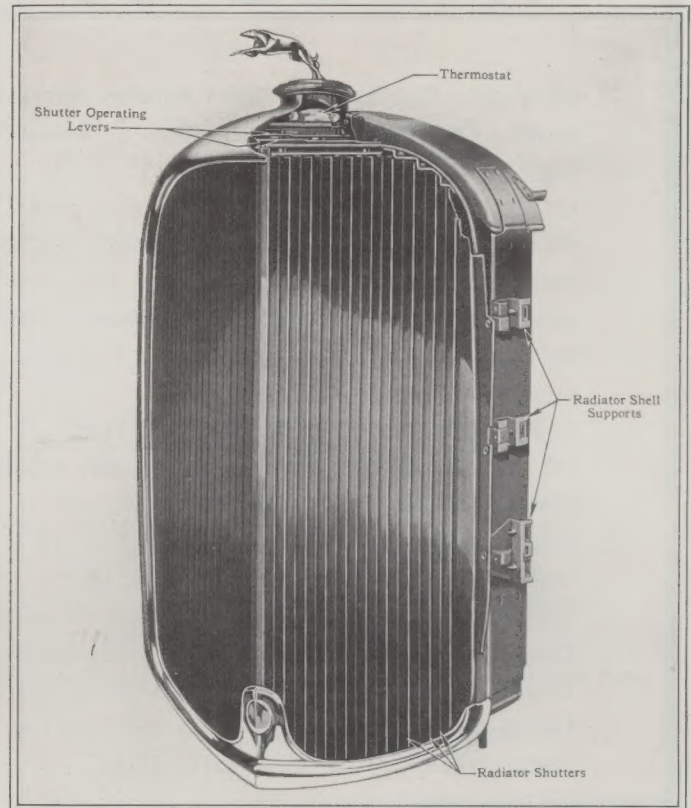


Figure 7—Radiator and Shutters

can be blocked in this position. NOTE. Engine must be warm to open shutters in this manner.

The hood ventilators are opened and closed automatically by two thermostats, one on each side of the hood. See Fig. 8.

The action of the thermostats is controlled by the air temperature under the hood. Should the thermostats become inoperative the ventilators will automatically be pulled open by spring tension.

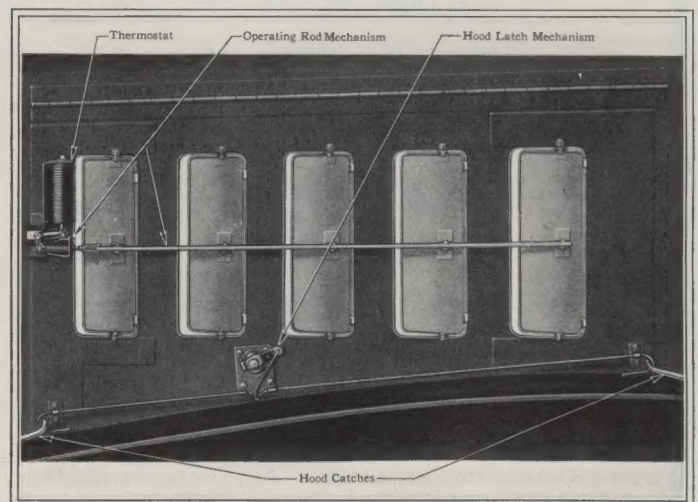
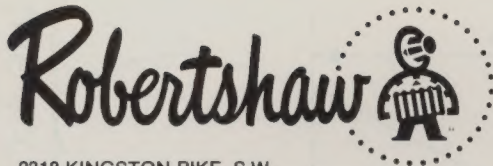


Fig. 8—Hood Ventilators.



2318 KINGSTON PIKE, S.W.
P.O. BOX 400 • KNOXVILLE, TENNESSEE 37901

ROBERTSHAW CONTROLS COMPANY

TRANSPORTATION & BELLOWS MARKETING GROUP

AREA CODE 615 • TELEPHONE 546-0550 • TWX 810 - 583 - 0143

Fork and Blade, Incorporated
6832 Irving Avenue S.
Minneapolis, MN 65423

Attention: Mr. Jim Elliot

Dear Mr. Elliot:

This is in line with your request for drawings on the 184-F2 and as to whether or not you could print literature advertising the price of \$30.06 each, and that Robertshaw has merchandise availability for the product.

I am enclosing this drawing and authorizing you to proceed on the printing.

Also, in regard to the 1932 Lincoln V/12, stamped A-2, 160 degrees F. We are unable to identify from our conversation and request that you send the unit to my attention and I will acquire a drawing and reply on whether the unit can be repaired.

If I may be of further assistance to you, please let me know.

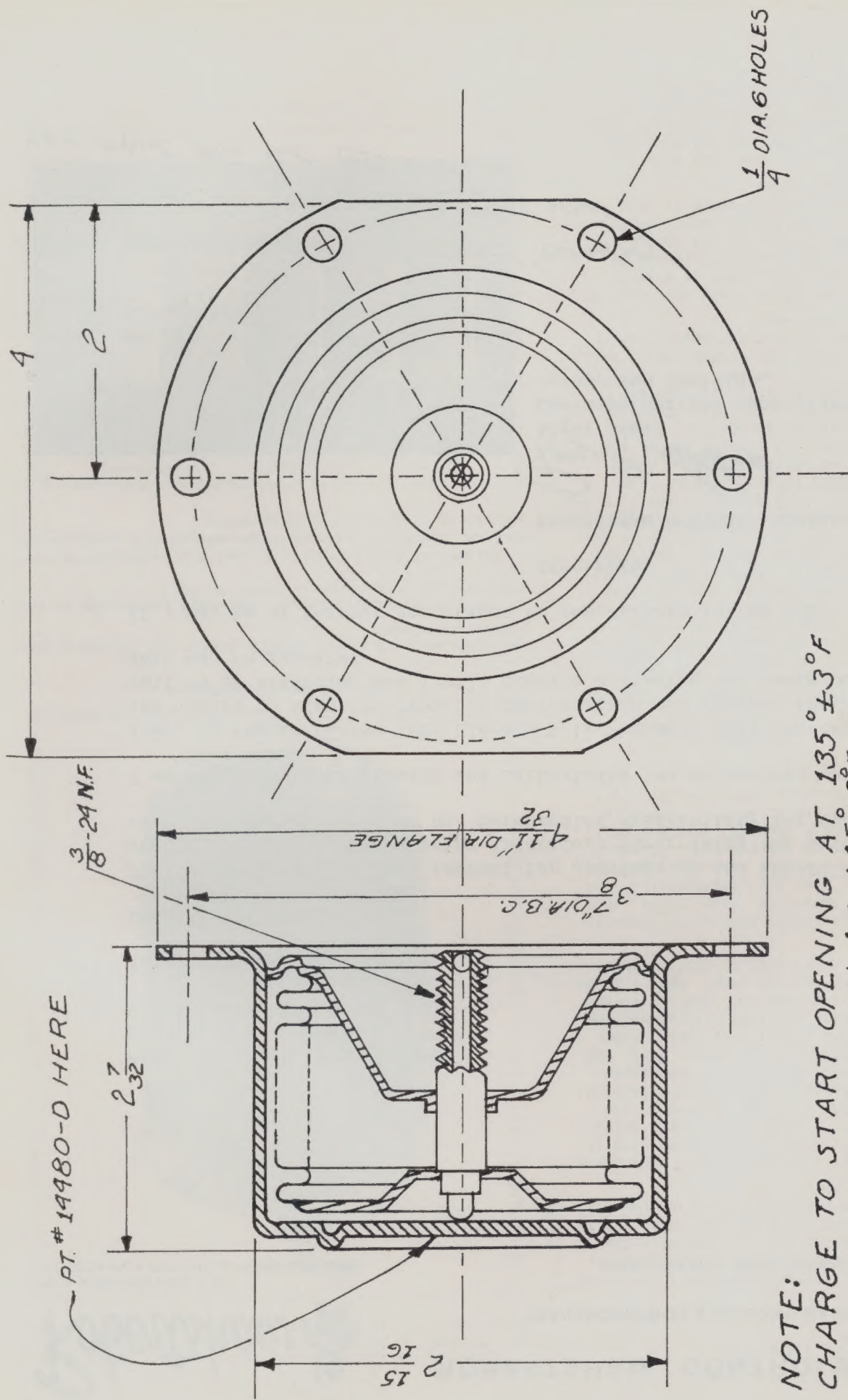
Sincerely,

ROBERTSHAW CONTROLS COMPANY

Roger Sikes
Customer Service Supervisor
Automotive Division

RS:tsc
Enclosure

*PLEASE REVIEW THE ATTACHED 98L DRAWING
TO SEE IF IT IS EQUAL TO THE UNIT
YOU HAVE FOR THE 1932 LINCOLN.*



NOTE:
 CHARGE TO START OPENING AT $135^{\circ} \pm 3^{\circ}F$
 AND TO BE FULLY OPEN AT $145^{\circ} \pm 3^{\circ}F$
 WITH NO LOAD, STROKE $\frac{1}{2}$ "

THE FULTON SYLPHON CO.

THERMOSTAT ASSM. FOR PINES WINTERFRONT

SCALE: FULL

DATE: 9-1-77

DRAWN BY: M. RICHARDSON

SHEET: 1 of 1

LINCOLN DWG. # K-8831

PT. #5969

$\frac{1}{2}$ -20 N.E.

PT. #98-24

PT. #5968

$\frac{184}{183}$ REAM DIA.

$\frac{2.025}{2.005}$ O.D.

$\frac{.505}{.495}$ O/A.

.437
.427

.188
.186

$\frac{7}{32}$
 $\frac{5}{16}$

$\frac{1}{2}$

4

$\frac{9}{16}$

NOTE:

CHARGE TO START AT 85°-90° F
AND MAKE $\frac{7}{8}$ STROKE AT 105°-110° F
WITH 15 LBS. PULL TENDING TO
EXTEND THERMOSTAT

THE FULTON SYLPHON CO.

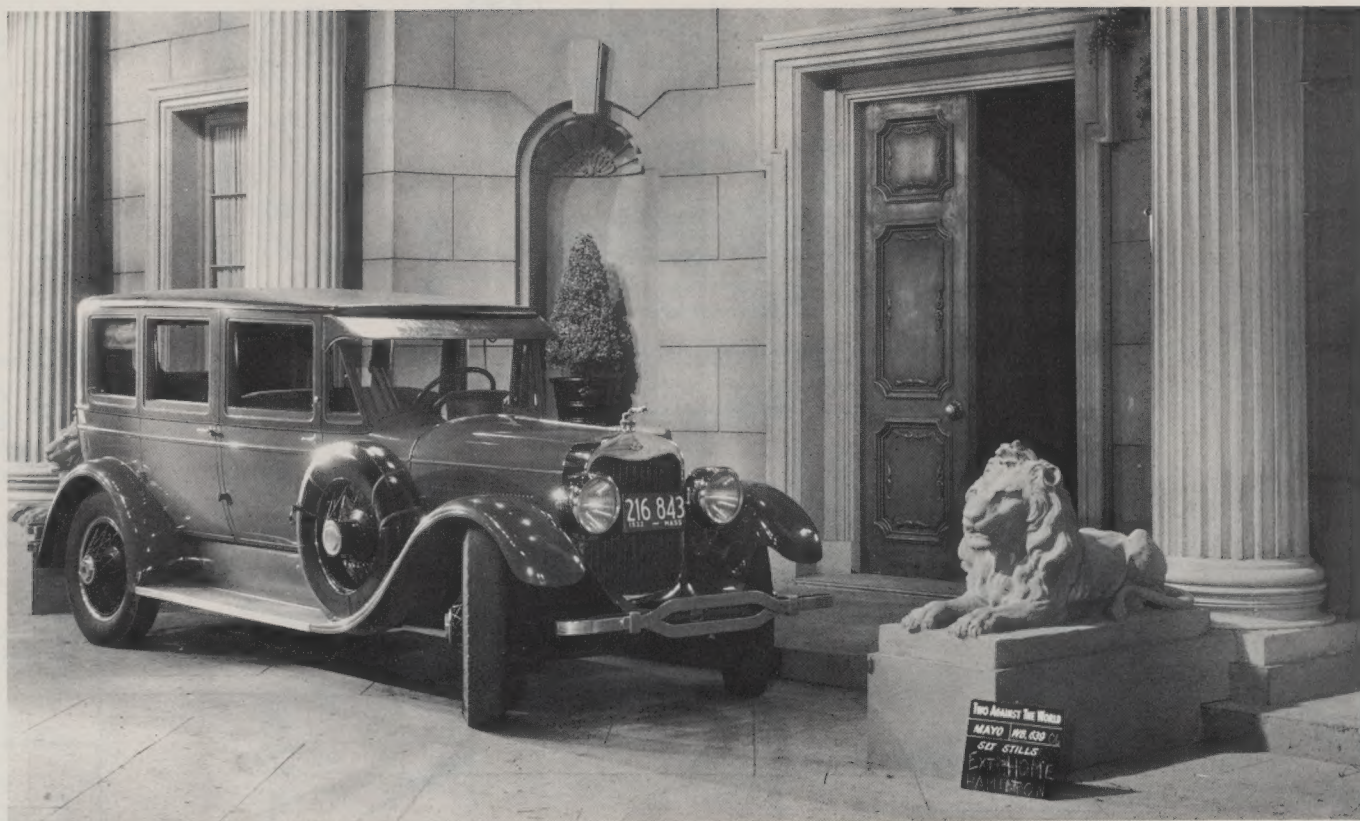
THERMOSTAT ASSM. FOR FORD MOTOR CO.

SCALE: FULL

DATE: 9-1-77

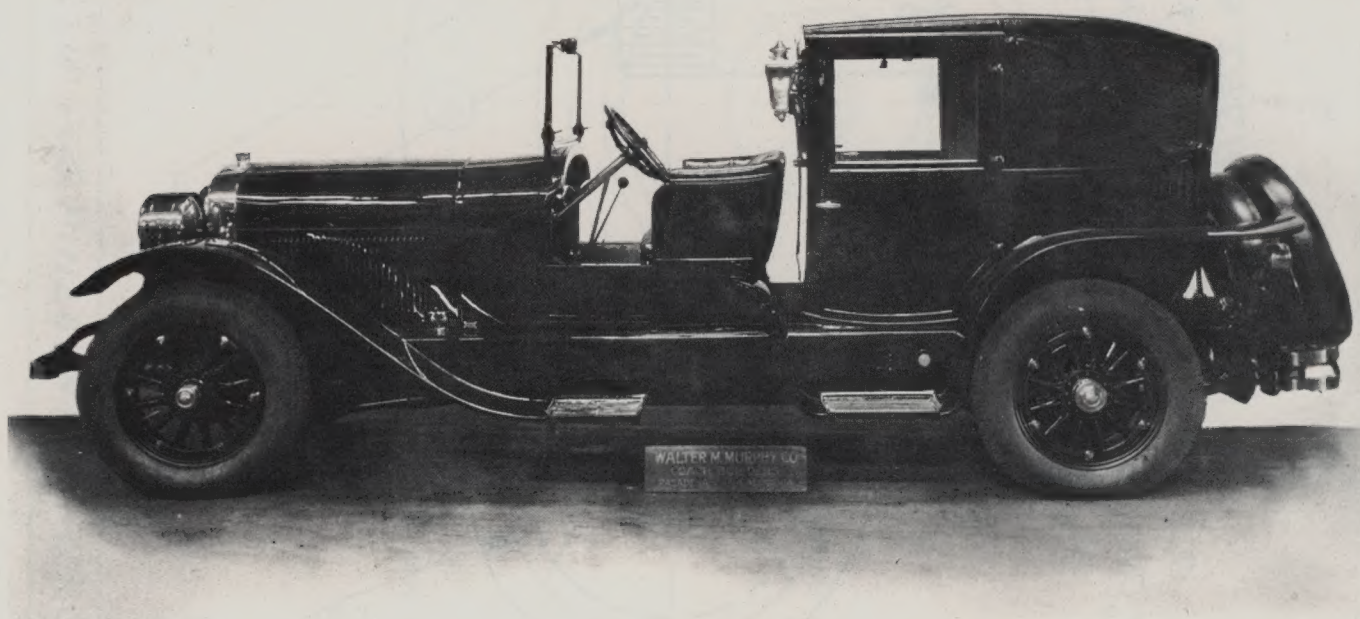
DRAWN BY: M. RICHARDSON

SHEET: 1 OF 1



TWO THAT WERE BUILT

The Lincoln above appears to be a 1926 L, Model 147B, 7-Passenger Berline which is shown of a set for TWO AGAINST THE WORLD, as filmed in 1932 (?). This photo was sent in by member Malcom Wilts of the Collectors Book Store in Hollywood. Malcom, will you tell us more about the movie? The second photograph is of a Walter M. Murphy Body Co. creation that looks like the Judkins Coaching Brougham.



P O T P O U R R I

EILEEN RHYNER of Calif. wrote to say they appreciated the notice on the L.Z.O.C. Meet. They own a 1935K. They report that there was a beautiful display of many Lincolns, including the 1921 to 1940 models.

MICHAEL SCHAUER wrote to say that in the July/Aug. issue of the F&B that carried his article (page 14 and 15), we made an omission. Here is that info:

1935	(1)	1403	(2)	K-3501 to K-4919
	(3)	KA \$4300.00	(4)	KA 5470 Lbs.
		KB \$4600.00		KB 5580 Lbs.

If you like Lincolns it is reported that you will like the March issue of THE CLASSIC CAR.

This is an unhappy note, but a new member has written to say that established members have not replied to his letters, his ad was not published, and he did not receive all the F&B issues due him. This member deserves our apology. If we are to grow as a club, then we had better see that new members are not brushed aside. To this member I say, Bill, I am sorry for the misunderstanding. I did not get your ad (and there is not current roster). However, I will see that you get all the back issues you are due (that are in stock) if you will let me know which ones you need.

The California region of the C.C.C.A. has a list of club projects that they mail out once a year. The list will be of interest to Lincoln owners as they reproduced several Lincoln items. You should be able to get a copy of the list by writing to CLUB PROJECTS, 5617 Hollywood Blvd., Hollywood, Calif. 90028.

MASTER BOND INC. has a small squeeze bottle with a top applicator for its polymer adhesive which eliminates locking nuts or lock washers, according to their advertisements. They say their product seals bonded metal parts against leakage and corrosion. It is a one-component system that is ready for use on metal surface applications. The adhesive cures at room temperature and has low shrinkage upon cure - so they claim. It contains no solvents and produces a high strength durable bond. The bond is heat and chemical resistant and can be removed with a solvent wipe before curing if spilled accidentally, they say. Bonded parts can be disassembled with conventional tools when desired.

AUSTIN HARDWARE & SUPPLY, INC., 10207 East 65th St., P.O. Box 9345, Raytown, Missouri 64133, has a catalog of vehicle and industrial hardware that would be of interest to someone doing a full auto body restoration on an older Lincoln or other make. The catalog lists hood fasteners, window regulators, door handles, hinges, and the like.

The PORTAL PUBLICATIONS of Corte Madera, Calif., 94925 has a series of reproduction Lincoln ads that are very nice. They are bigger than the originals and thus make great wall posters.

WALLACE BERRIE CO., INC. (address Unk.) has a poster of a 1932 KB, D.C. Phaeton that has the caption: "Driving down life's highways, always try to show a little class."

SHORT SHOTS DOWN THE HOOD

By Jim Elliott

With the last election at Hershey, you have an impressive slate of new officers. To them we all wish our best. To those going off the board, I am sure we all want to say thanks for their efforts on our behalf. The club has grown and is prospering, so they must have done something right.

To the members that have rallied to the cause and sent in articles, photos, and stories, I want to extend my personal thanks. Without you there would not have been a FORK & BLADE. Without my wife's help no one would be able to read what I type. Thanks 4 your help LaNae.

Now that I am retiring as editor, I will have time to work on my car and send in a story or two to the new editor, Mr. Kaphingst.

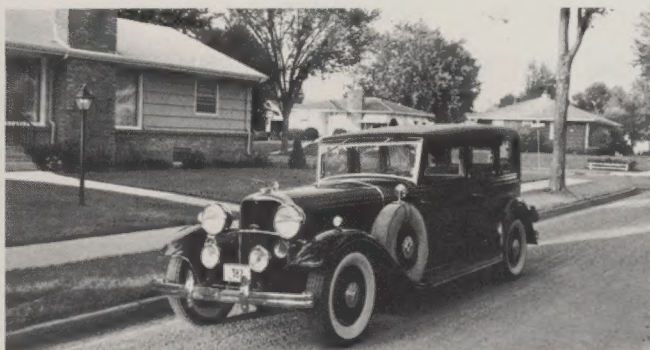
If you have sent in photos or stories in the past requesting to get them back, don't worry. As time allows, I will go through the stack of proff pages and send things on their way. Editors usually have the privilege of using what they can when they can and holding on to everything until the shooting stops.

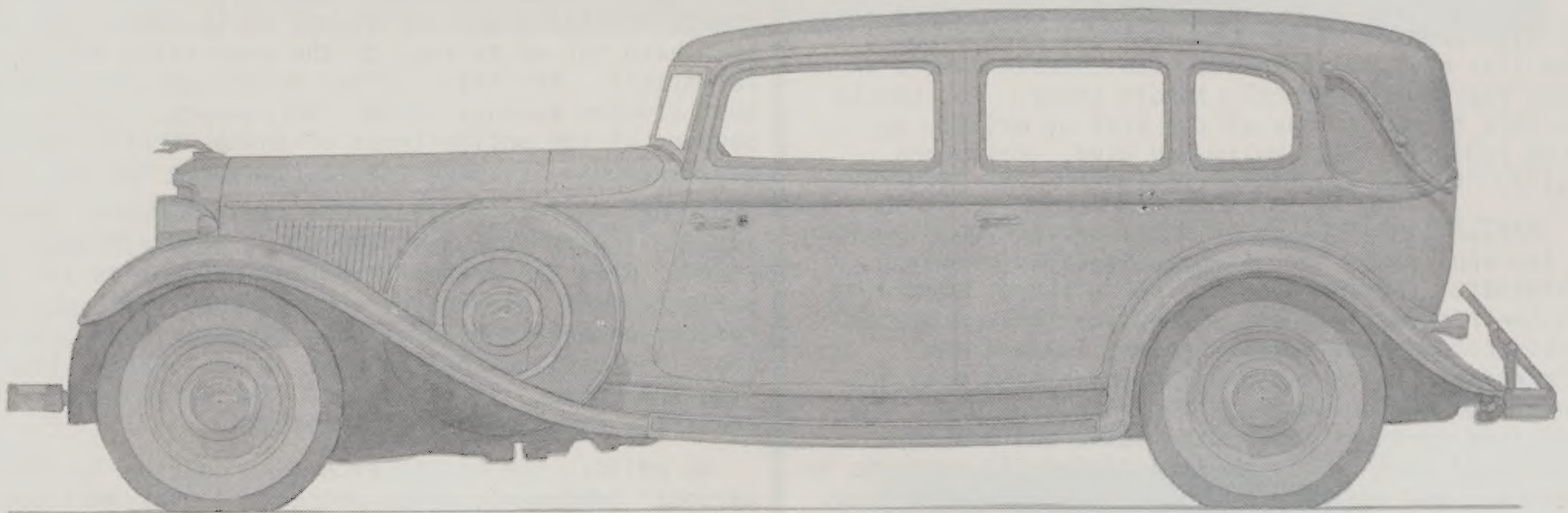
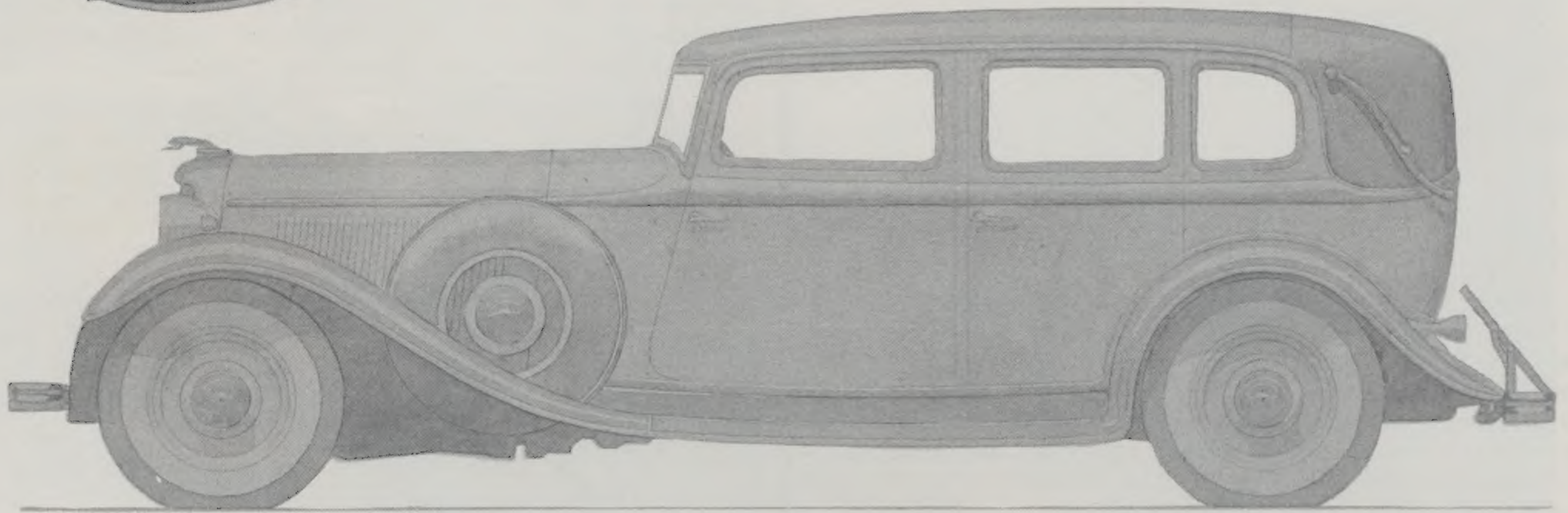
Being the editor has its good points and bad. The hours and pay are bad. However, you do get to create something and see it end up in print. It has been hard for me to keep to the publishing date I set for myself. For that I offer no excuses and only my most sincere apology to you the readers. It is because of the untimeliness of things that I felt it would be best if someone else took over for me.

I hope you have enjoyed the F&B as much as I have enjoyed seeing each new copy as it came off the press. What the editor gives the printer is a collection of loose pages, photographs that must be reduced or enlarged, drawings, cartoons, and original ads. One can't visualize what it will REALLY look like when done. It is sort of like watching a butterfly crawl out of its cocoon.

As editor, one has to exercise caution lest your personal preference takes precedence over what would be best for the general membership. It has been a strain on me not to publish pictures of only 1932 KBs and articles about them. Mr. Harper has kept me in line by reminding me of the fine showing the Ls make year after year.

With that, it is time for one picture of my car, a 1932 KB.





ONE THAT WAS BUILT AND ONE THAT WAS NOT

These original like drawings show two variations of the Judkins 3-Window, 5-Passenger Berline on 1933 KB. Note that the bottom car, #1308-C4 is circled with an OK which indicates that it was built. This set of drawings are from a private collection and have never been reproduced before.



1306-C3





Featu

BY JACK

This car, a 1927 Dietrich #11-2296, was apparently judging by some figures

It had been out in the would run when I bought owner, who told me that an Army Officer at Fort ascribed the pitting on Desert sand storm and s him "a dollar a pound".

The second owner purchased in the San Francisco Bay having converted the car brought it to Central B and effects. I believe

I was twelve years, off Parts were obtained from tips and assistance from members. The car has c May of this year. (1972 expensive single item done myself. As you can I had alot to do. The show the work completed right show it as it looks



the Car

IRRELL

oupe Roadster, 154, body
lt in December of 1926,
ked on the seatback.

her for some years, but
I looked up the second
original owner had been
, California. The Officer
windshield to a Mohave
d that the car had cost

che car about 1943 or so,
ea. And, around 1947,
a pick-up of sorts,
sh Columbia, with family
towed a trailer as well.

on, doing the restoration.
ny states, and invaluable
e Fork & Blade and L.O.C.
about 1,500 miles since
ne engine was the most
store. All the rest was
e by the pictures (left)
ure on the lower right
of 1969 and the upper
ow.



MINUTES

LINCOLN OWNERS CLUB
HERSHEY MOTOR LODGE, OCTOBER 7, 1977

The meeting was brought to order at 9:00 P.M. by President, Dr. Richard Quick.

Henry Harper gave the Treasurer's Report. The club has \$4,025.28 in the bank. Mr. Harper said that we are raising dues for overseas members because of mailing costs, ect.

Membership Chairman, Joe Hordubay, reported that we have about 500 members at the present time.

Peter Hubbell reported on the Dearborn Meet. The flea market at Belleville went over well and we may have another next year.

President, Dr. Richard Quick, reported that we have almost broken even on the Service Bulletins. All sold in the future will be all profit to the club. Dr. Quick also suggested that we print a new Roster in 1978.

Morris Kunkle took over as Chairman of the Nominating Committee. The following were nominated and elected for 1978:

Richard Chapman	President
John Brower	Vice President
Henry Harper	Secretary-Treasurer
Harry Kaphingst	Editor
Peter Hubbell	Membership Chairman
Ken Pearson	Historian, Early Lincolns
Dick Price	Historian, Later Lincolns

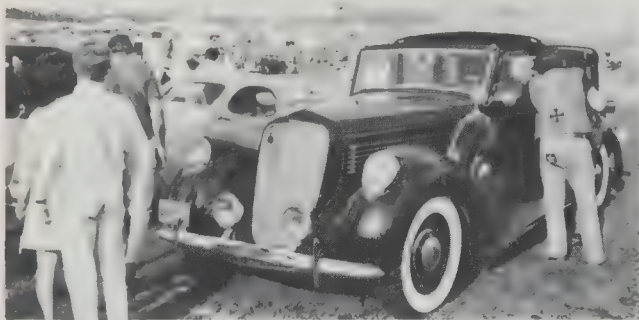
The meeting was adjourned at 9:45 P.M.

Respectfully submitted by
S. L. Stensland

MYSTERY CAR

This fine Lincoln was seen at Hershey in 1970. If it belongs to one of you out there, how about a Feature Car story? As for the local rep. of the sons os satin, well he knows class when he sees it.

The new editor will need your help so please send him something NOW.



TREASURER'S REPORT

OCTOBER 3, 1977

Last Report 7-31-77

CASH BALANCE FORWARDED (+) \$4,173.51

RECEIPTS:

Dues 1977	\$80.00
Dues 1978	20.00
Projects	113.00
Dearborn Meet 8/6/77	1,983.50
Credit for Bank error	53.55
	<u>\$2,250.05</u>
	(+) 2,250.05

DISBURSED:

Dearborn trophies & plaques	197.52
Adam Gorski (Dearborn Band)	215.00
Robertson Cafe, Dearborn Lunch	91.00
Microfilm Techniques	157.75
(chassis catalog & body parts)	
Dearborn Inn (Banquet)	762.18
Edison Institue (Dearborn)	447.23
Deposit slips	1.92
Refund	20.00
Jul/Aug F&B Postage	13.13
Jul/Aug F&B Printing	472.96
Printing Hershey forms	19.00
	<u>-\$2,397.69</u>
	(-) 2,397.69

BALANCE ON HAND AS OF 9/30/77 \$4,025.87

LIGHT SWITCH WIRING 1934-1936

By Allen McWade

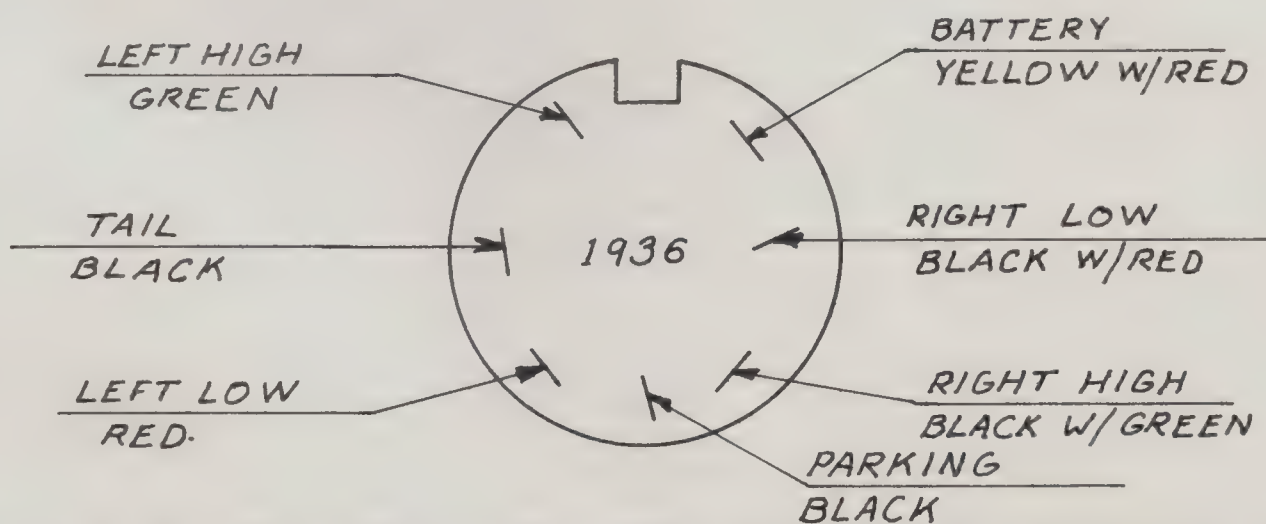
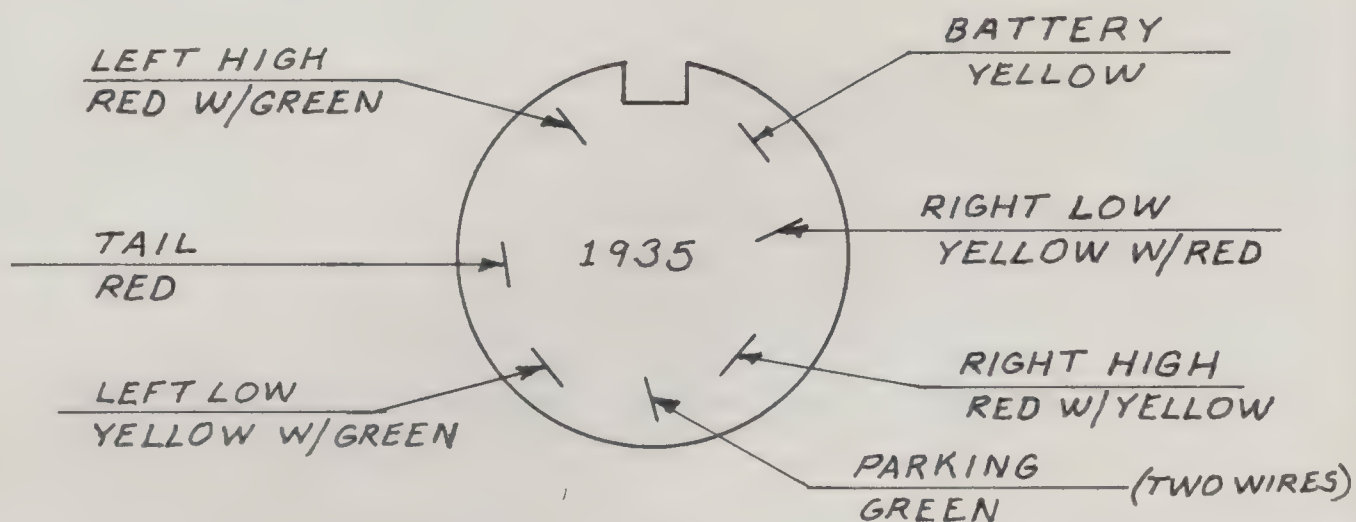
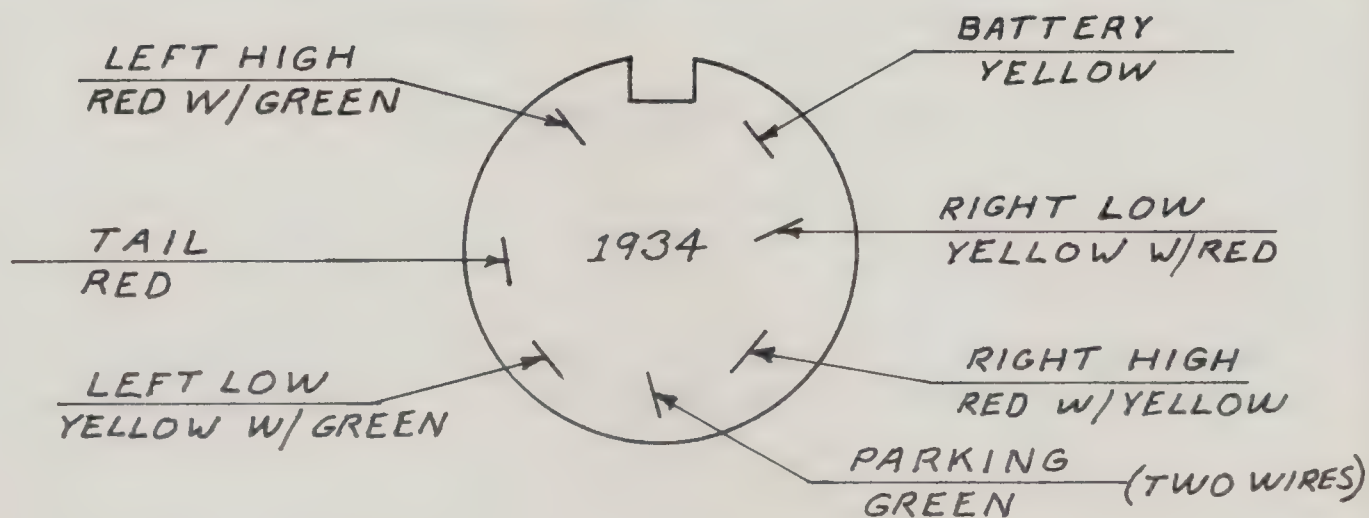
Recently I rewired my 1934 and 1936 Lincolns. In the process of attempting to connect the light switch to the new harness, I discovered that no manual nor diagram that I was able to find, indicated the proper pole to connect the first wire to. The diagrams, however, did show the sequence.

Incidentally, on the original harness for the 1936 the battery wire was yellow with red. On all the new replacement harnesses that I have seen, the color has been changed to red.

I have enclosed a sketch showing the proper sequence and location of the wires as viewed from the side they are connected on. Please note the location of the notch and the angles on the terminals.

I hope this material will be usefull to other members.

*EDITORS NOTE: For the sake of clarity, I have had Mr. McWade's sketch redrawn by Mike Richardson. The new drawing is on page 15 of this issue.



34'-35'-36' LINCOLN LIGHT SWITCH WIRING (NOT TO SCALE)

DRAWN BY: M. RICHARDSON

DATE: 9-1-77

SCALE: NONE

SHEET: 1 OF 1

Ford Motor Company

Manufacturers of Automobiles, Trucks and Tractors

FARGO, N. D.

IN REPLYING REFER TO

July 7th 1927

G.L. #1658

TO ALL DEALERS:

PRICES STANDARD LINCOLN AUTOMOBILES

ALL STATEMENTS OR AGREEMENTS CONTAINED IN THIS LETTER ARE CONTINGENT ON STRIKES, ACCIDENTS, FIRES, OR ANY OTHER CAUSES BEYOND OUR CONTROL AND ALL CONTRACTS ARE SUBJECT TO APPROVAL BY THE SIGNATURE OF A DULY AUTHORIZED EXECUTIVE OFFICER OF THIS COMPANY. CLERICAL ERRORS SUBJECT TO CORRECTION.

Listed below are the standard Lincoln car types, with list prices, F.O.B. Detroit, effective March 21, 1927, including standard equipment and color and trim specifications available at the established list price of each type:

OPEN TYPES

- SPORT ROADSTER - #151 Six black enameled wire wheels; six balloon tires; spares carried in fender wells; nickelplated windshield frame; windshield wings; brown dual-tone leather upholstery; sport top with mahogany bows - Haartz or black deck material; top boot; folding trunk rack; eight day Waltham clock; electric cigar lighter; automatic windshield wiper; rear view mirrors..... \$4600.00
- SPORT PHAETON - #163 Six black enameled wire wheels; six balloon tires; spares carried in fender wells; nickelplated windshield frame with ventilating type one-piece windshield; brown Persian Morocco Dualtone leather upholstery of sufficiently neutral color to harmonize with standard body color combinations; Haartz sport top with mahogany bows - Haarts or black deck material; top boot; folding trunk rack; eight day Waltham clock; electric cigar lighter; automatic windshield wiper; rear view mirrors; no trunk or windshield wings will be provided as in the past except at extra charges..... \$4600.00
- SPORT TOURING - #164 Same equipment as Sport Phaeton..... \$4600.00

No price allowance will be made for omission of any of the above standard equipment. The only changes in equipment that will be considered are as follows:

- 6 Disc wheels in place of wire
- 4 Wood wheels (2 spare rims) in place of wire
- 6 High pressure tires in place of balloons
- 2 Spare wheels and tires mounted on rear instead of in fender wells.

ENCLOSED TYPES

CLUB ROADSTER -	Wood wheels, spare tire, tube, rim and tire cover; Haartz material top; eight day Waltham clock; electric cigar lighter; brown dual-tone leather upholstery; automatic windshield wiper; rear view mirrors.....	\$4600.00
FOUR PASSENGER COUPE -	#156 (Folding right front seat only)	\$4600.00
FOUR PASSENGER SEDAN TWO-WINDOW -	#144-A.....	\$4800.00
FOUR PASSENGER SEDAN THREE-WINDOW -	#144-B.....	\$4800.00
FIVE PASSENGER SEDAN -	#152.....	\$4800.00
SEVEN PASSENGER SEDAN -	#147-A.....	\$5000.00
SEVEN PASSENGER LIMOUSINE -	#147B.....	\$5200.00

With the above enclosed types (except Club Roadster), the following standard equipment is furnished:

Spare tire, tube, rim and tire cover; automatic windshield wiper; rear view mirrors.

Front bumper and rear fender guards are standard on all Lincoln cars and are considered part of chassis.

A smoking set of the vanity case type, a Waltham Clock and an additional electric cigar lighter are included in the Four-Passenger Sedans - Two and Three window.

A smoking set, vanity case, an additional electric cigar lighter and an additional Waltham Clock are included on the Five-Passenger Sedan, Seven-Passenger Sedan and Limousine.

A choice of the following upholstery is offered with standard enclosed Lincolns:

Broadcloth	Laidlaw 503, 504 and Wiese 2047
Channel Cord	Wiese 2446
Mohair	Chase 2500 and 2700

Floor carpets and silk curtains to harmonize with upholstery.

Toggle grips are standard equipment on all standard enclosed Lincolns except the four passenger Coupe, #156.

The following colors and combinations of colors in Pyroxylin Finish are standard in production for both open and closed cars:

SINGLE COLOR

(For both open and enclosed cars)

<u>COLOR</u>	<u>STRIPING</u>
Athenian Green	Robin's Egg Blue
Thistle Green	Apple Green Deep
Marine Blue	White
Cobalt Blue	White
Mulberry Maroon	Casino Red
Raven Black	(Optional)

(Enclosed cars will be finished with Black upperworks and mouldings)

COMBINATION COLORS

(For both open and enclosed cars)

<u>COLOR</u>	<u>STRIPING</u>
Copra Drab)
Chicle Drab) Fawn Gray
Tarragon Green)
Palmetto Green) Catawba Green
Algerian Blue)
Bambalina Blue) Fawn Gray
Ocean Blue) White
Sea Fog Gray)
Kenilworth Gray)
Silver Gray) White
Pyramid Gray)
Desert Sand) Royal Chariot Red

(Enclosed cars will be finished with Black upperworks and mouldings except 4 pass. Coupes, 4 pass. Sedans and Willoughby Limousines which will be painted in the two-tone combination of colors indicated above as standard unless otherwise specified.)

In each of the combination groupings listed above, the first color named will be above moulding, second color below moulding. For example, in the first combination mentioned, the belt panel between mouldings, top of hood and window reveals will be Copra Drab, and the lower body panels will be Chicle Drab with upperworks and mouldings painted in black.

In addition to the wide selection listed above, we will accept orders from dealers and customers for any harmonizing combination they might select included in the above list of colors. For example, a selection could be made of Bambalina Blue and Marine Blue, finishing the car either in Bambalina Blue or Marine Blue above or below bolt moulding, or with Raven Black upperworks, or the complete car could be finished in Marine Blue or Bambalina Blue or Raven Black. From this you will understand that Lincoln cars can be finished in any of the above colors for the complete car as well as two-tone combination effects on open cars and two or three-tone combinations on enclosed cars.

136" Wheelbase Chassis.....	\$3500.00
150" Wheelbase Chassis.....	\$3700.00

Ford Motor Company

Fargo, N. D.

CONTINUING OUR LETTER OF 7-7-27

G.L. #1658

SHEET NO. 4

Gear ratio 12:55, rear springs, 1125 lb. steering gear 40° 45' angle; wheels in primer coat; front fenders, black enamel, rear fenders touring car type, untrimmed; front bumper; rear fender guards; hood without moulding in primer coat; dummy cowl; nickel radiator shell; instrument board and instruments; spare tire, tube and cover; lock sets for 7-Passenger closed body.

FORD MOTOR COMPANY
G E Churchill
Lincoln Department

CEC:C

Ford Motor Company

Manufacturers of Automobiles, Trucks and Tractors

FARGO, N. D.
IN REPLYING REFER TO

April 1st 1927 G.L. #1623

TO ALL DEALERS:

LINCOLN ACCESSORIES

ALL STATEMENTS OR AGREEMENTS CONTAINED IN THIS LETTER ARE CONTINGENT ON STRIKES, ACCIDENTS, FIRES, OR ANY OTHER CAUSES BEYOND OUR CONTROL AND ALL CONTRACTS ARE SUBJECT TO APPROVAL BY THE SIGNATURE OF A DULY AUTHORIZED EXECUTIVE OFFICER OF THIS COMPANY. CLERICAL ERRORS SUBJECT TO CORRECTION.

Effective with shipments of Lincoln cars from Detroit, March 1st 1927, balloon tires were made standard equipment on all Lincoln cars at no extra charge, although high pressure tires will be supplied when desired by the retail purchaser. No allowance will be made for this change. One spare tire will be standard equipment but the customer may purchase additional spare tires even though the car is not equipped with fender wells. A charge of \$55.00 will be made for each additional tire either balloon or high pressure type.

Listed below you will find a revised list of prices for Lincoln accessories when they are attached to the automobile at the time of sale, effective March 21st 1927.

Four Natural Wood Wheels.....	\$15.00
Five Disc Wheels.....	40.00
Six Disc Wheels.....	60.00
Five Black Wire Wheels (enameled).....	125.00
Six Black Wire Wheels (enameled).....	160.00
Five Wire Wheels (painted).....	140.00
Six Wire Wheels (painted).....	175.00
High Pressure Tire, Tube, Cover and Rim.....	55.00
Balloon Tire, Tube, Cover and Rim.....	55.00
One Well Fender.....	35.00
Two Well Fenders.....	70.00
Painted Radiator Shell.....	No charge
Folding Trunk Rack.....	40.00
Trunk (For Folding Trunk Rack).....	100.00
Rim.....	5.50
Tire Cover (Black).....	5.50
Tire Cover (Haartz).....	12.00
Mirrosopes (per pair).....	40.00
Polished Aluminum Lacquer Finish (open cars only).....	75.00
Special Body Color.....	50.00
Special Upholstery.....	65.00
Leather Upholstery on closed jobs.....	75.00
Monogram.....	5.00
Silver Monogram.....	10.00
Black Enamel Instrument Board.....	5.50
Fatigue Cushion.....	15.00
Lap Robe.....	75.00
J H Tonneau Windshield.....	200.00
Tonneau Cowl with Second Windshield (Phaeton only).....	400.00

This letter cancels and supersedes all previous instructions giving prices on items listed above.

FORD MOTOR COMPANY
Lincoln Department

SMH:C

LETTERS

THE FOLLOWING LETTERS ARE FROM THE PERSONAL FILE OF MR. BRUNN AND ARE COPIED WITH HIS KIND CONSIDERATION,

Edsel B. Ford
Dearborn

May 3, 1932

Mr. H. A. Brunn
Buffalo, New York

My Dear Mr. Brunn:

I want to tell you how well pleased I am with the Lincoln Phaeton body which you recently built for me. I think you have carried out the spirit of the job to a high degree and the whole assembly is most pleasing.

You made a great amount of improvement over the original model. I think the paint scheme is very good, and I am sure that I shall be better satisfied with the gray upholstery than the pigskin originally selected. It was very good of you to change the upholstery for me, and also to supply the very attractive robe, which arrived with it.

With best wishes
Yours sincerely,
Edsel Ford

EBF/b

ENCLOSED IS AN ARTICLE OF ONE OF THE MOST NOTABLE LINCOLN OWNERS OF THE EARLY DAYS COPIED FROM A LETTER WRITTEN BY EDSSEL FORD TO HERMANN A. BRUNN.

In 1931, Dr. Hornbeck had a 1931 LaBaron Laudelet Town Car, Waterhouse, Convertible Victoria, 1931 Judkins Coupe.

Dr. Hornbeck bought new in 1932 a Brunn Double Entry, the Brunn Roadster, a Rollston Convertible Victoria, Brunn Laudelet Town Car, and Judkins Berlin all on the KB Chassis.

In 1933, Dr. Hornbeck bought a 1933 Brunn Convertible Victoria, 1933 Willoughby Sport Sedan, and a 1933 LaBaron Convertible Coupe. Again, on the KB Chassis.

This is probably the best list of cars that any single owner has bought new, that I know of.

A 1937 NEWSPAPER REPORT OF DR. HORNBECK'S UNTIMELY DEATH

SURGEON DIES AT ONCE IN ALLEN'S CREEK ROAD SMASH

Dr. C. Sahler Hornbeck, widely known Rochester physician and surgeon, was instantly killed late last night at the wheel of a car which left the Allen's Creek Road near his home and crashed into a tree. The top of the car was sheared off by a low hanging limb and Dr. Hornbeck's body caught in the wreckage.

Called by one of the physician's neighbors who heard the crash, deputies found the Hornbeck Coupe 30 yards off the road. Tracing the path of the car, the deputies believed Dr. Hornbeck had pulled his machine too far to the right as he made the right hand turn at Brookside Road, as the tracks there left the

pavement and went out on the shoulders of the highway. For 100 yards, the car had continued on the roadside, then suddenly swerved to the right into a tree. The right side fenders were torn from the car by the collision with the trunk, and the top knifed off by a low hanging limb, as deputies reconstructed the accident.

WOMAN SEES CRASH

The machine again swerved sharply to the right, pulled around by the collision, and continued about 30 yards into a field. The car was new, having been driven only 1,000 miles.

Description of the accident was given deputies by Miss Carrie Wolf of Allen's Creek Road, who was walking toward the Hornbeck car as it proceeded toward the physician's home, about 400 yards from the scene of the accident.

Miss Wolf was forced to jump into the center of the road to avoid the car. Hearing the crash, Edward Roworth called police from his home.

RETURNING FROM STATION

Dr. Hornbeck was on his way home from New York Central Railroad Station where he had left his friend, Howard Reineman of Council Rock Ave., who was departing for Detroit. It was Reineman's car the doctor was driving.

Waiting at home for the doctor were Mrs. Hornbeck and a group of friends whom the Hornbecks had entertained at dinner before the departure of Reineman.

Dr. Hornbeck, 39 years old, was born in Kingston, N.Y. where he received his early education. He attended McGill University, Montreal, and served his internship in Royal Victoria Hospital there. Later, he studied ear, nose, and throat disorders in the Manhattan Eye, Ear, Nose and Throat Hospital, New York.

He came to Rochester around 1925 and began practicing in his specialty. Approximately five years ago, he gave up his active practice but maintained an office at Goodman Street.

CLOSED HOSPITAL

In 1927, Dr. Hornbeck purchased the property at 11 N. Goodman Street and turned it into a private ear, nose and throat hospital. When he dropped his active practice, he closed the hospital.

Before he came to Rochester, Dr. Hornbeck married Louise Freer of Kingston. The couple later divorced, having three children. Dr. Hornbeck remarried about three years ago.

He is survived by his children, by his widow, Marie Watson Hornbeck, and his parents, Mr. & Mrs. Irving S. Hornbeck of Brighton.

Dr. Hornbeck was a member of Alpha Delta Phi fraternity, Oak Hill Country Club, Rochester Academy of Medicine, Monroe County Medical Society, Rochester Pathological Society, State Medical Association and other Professional groups.



dunlap hats

As traditionally correct
today as ever for men and women

567 FIFTH AVE., NEW YORK • PALM BEACH • 304 S. MICHIGAN AVE., CHICAGO
AS FEATURED IN THE FAMOUS SHOPS OF KASKEL & KASKEL-DUNLAP

HEAVY TRAFFIC

FOR SALE

Rear hub caps for 1923-25 ? one good one for \$15.00 and two fair ones for \$10.00 each, three L hood hold down brackets at \$5.00 each, three early L priming cups at \$7.50 each. One N.O.S. V-12 distributor cap '32-'37 to trade for a good L V-8 cap or extra cash for N.O.S. V-8 cap. Have some wood pieces from a 1927, model 154 Coupe Roadster and some pieces of original upholstery suitable for patterns, to give away. Wanted, L shock absorber link, trade any of the above for one. Jack M Durrell, Riske Creek, B.C., Canada, Vol ITO

1930 L parts, wire wheel \$50.00, front shocks \$35.00 each, springs \$20.00 each, complete rear axle and torque tube \$250.00. Or: take complete chassis with brake linkage, tank, splash aprons, etc., \$375.00. Four 1937 K, headlamp lenses \$30.00 each, two cracked blocks \$25.00 each, air cleaner w/o elbow \$40.00, trunk lid \$45.00, sun visors \$12.00 each (factory fast-back sedan). Ed Joy, Star Route, Coeur d'Alene, Idaho 83814
208-664-4210

1931 K Victoria Coupe, body style #206, factory body. Car and engine number are the same (67406). The car is original, complete, and has under 50,000 miles on it. I am the second owner having purchased it in 1954. There are forty miles on the rebuilt engine, rings, pistons, wrist pins & bushings, rebuilt rod bearings, and new timing chain. At approximately 10,000 miles ago (or at 40,000 miles) put in new clutch, new brakes, and safety glass. Everything is there and works, including the air compressor, cigar lighter, and trouble light. Both correct horns (which are different) are there. The gas guage and ign. switch do not work but are repairable. Body is dark green below belt line as is hood and cowl, fenders and wheels black. The all aluminum body has no corrosion and there is no wood rot. The original jack & handle, crank, lug wrench, and wheel bearing adjusting wrench go with car. Price \$15,000.00.

Also have 1932 V-8, KA, crankcase, shaft, and flywheel to sell. Henry Hunt, 13 Town's End Road, Mendham, N.J. 07945

1932 KA, V-8, parts; water pump, generator, starter, clutch assembly, fly wheel, frame, differential assy. complete, dist. with cap and conduits, tool box lock, radiator braces, fuel pump, steering wheel, new head gaskets, and headlights. For a 1929 L, Owners Manual. for a 1926 L, sedan doors and rims. J. Noll, 127 Deaven Road, Harrisburg, PA. 17112

WANTED

For a 1925 L, need thru-firewall terminal block four pole right side, top irons for seven passenger touring or at least clamps to secure the top to the windshield posts. I also need windshield wiper arm for the '25 L, but could be from other car if it fits and the center fitting for the back of Biflex front bumper. E.R. Potts, 835 Woods Road, Southampton, PA. 18966 215-357-2181

DESPERATE! for 1925 which has F.W.B., Bendix-Perrot control universal joint that is not badly worn, left is a must, right also. Sixteen type "C" lower valve spring seats as fitted about 1929 and onwards, fit bottom of spring which is 1" internal diameter. Dust cover for right side spring shackle, fits on top of dust pan. Joint cover plate for 1925 rear center of front bumper. Peter Harris-Mayes, Waimarino, Manor Ave., Deal, Kent, CT 14.9 PN, England.

For a 1925/26 L, 4-pass 3 window Judkins need the vanity case with a Waltham clock. Edward L. Linotti, 2530 Pleasant Hill Road, Sebastopol, Calif. 95472 707-823-8815

A 1929 L needs a steering wheel. William Pollock, 443 Highland Road, Pottstown, PA. 19464 215-323-5500

Wanted a 1930 Owners Manual and Shop Manual. For a 1954 (??) Lincoln Capri 4-door sedan I need side middle mouldings for both sides front to rear. Robert D. Gault, P.O. Box 5040, LaSalle, Ontario, Canada N9J 2L3

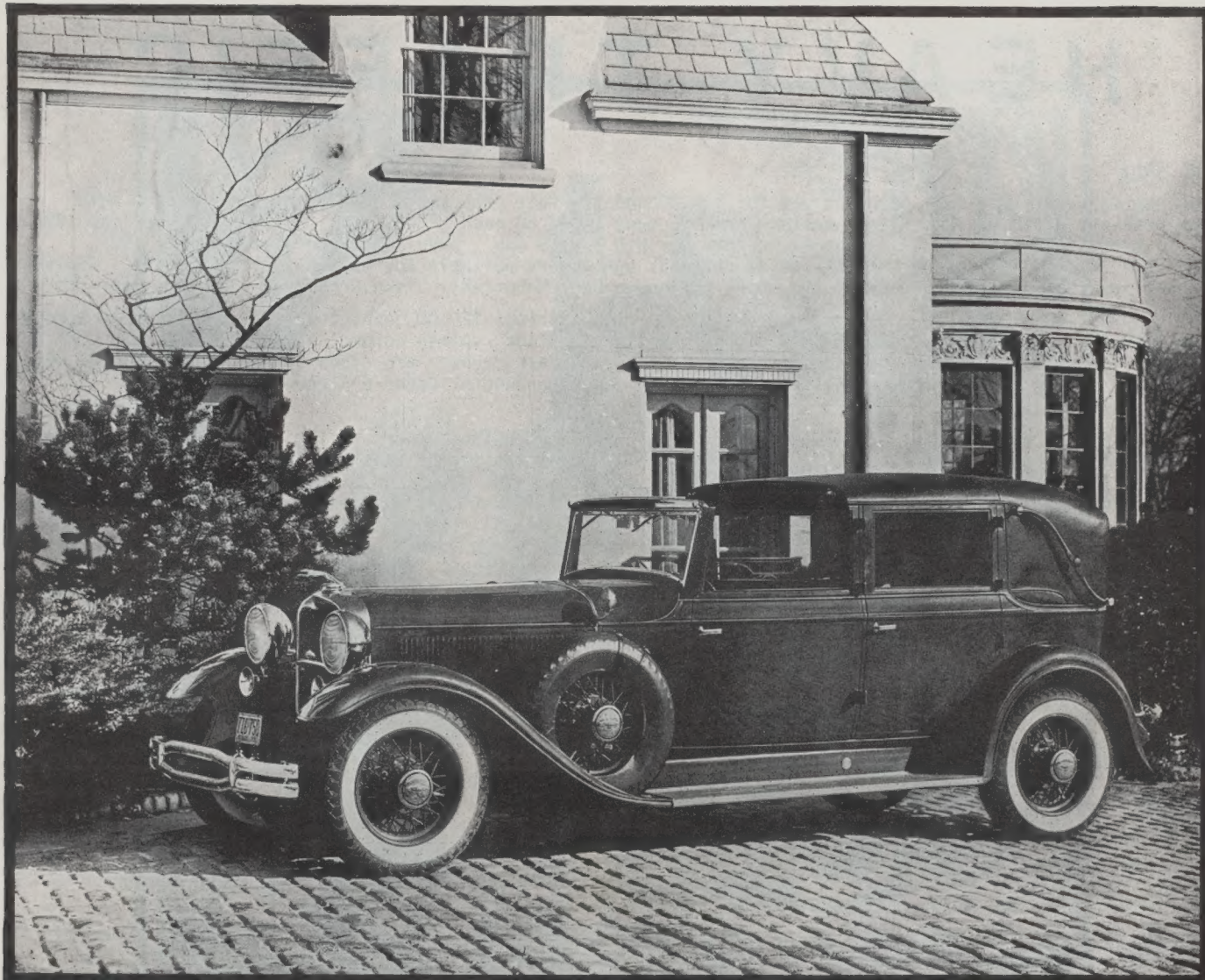
A 1932 KA V-8 Murray bodied Victoria Coupe needs one fender light trim ring. Will someone PLEASE help with this part?? Also need one bellows for the hood door control, bell crank for dist. advance that mounts below dist. (there are two, I need the upper one). Will buy or trade. Bill McBee, 2100 Hayden Bridge Road, Springfield, Oregon 97477 503-746-8523

For 1933 KB need the following: Hubcap wrench, crank hole cover, blue hubcap emblem, Owners Manual, and Shop Manual. Streeter Flynn, Jr., 3116 Harvey Pky, Oklahoma City, Okla. 73118 405-524-4195 station-to-station

For a 1932 KB need lube tube and cup for fan hub, crank hole cover, rear lube fitting for gen., and metal bars that go on the ends of sliding window of a limo. Jim Elliott, 6832 Irving Ave. So., Minneapolis, Minn. 55423 612-869-0694

Wanted 1934 K luggage rack with long trim strips, muffler insides, Hurd spare tire lock. C. Chrisman, 1915 Humboldt Ave. South, Minneapolis, Minn. 55403

Please send all adds for Heavy Traffic to Lincoln Owner's Club, P.O. Box 189, Algonquin, Ill. 60102



THE NEW LINCOLN BRUNN ALL-WEATHER CABRIOLET

WHEN WHEELS ARE WINGS

ASK WHAT you will of the Lincoln; without fail, it will give you excellence in every phase of motoring. Power, generous and alert, to carry you with effortless ease through city streets . . . over swift, quiet miles of country highway. Luxury of long, low chassis and body, superbly designed. Serenity of riding in relaxing comfort and poised safety. And the happy assurance that the distinguished character of your motor car is reflected in its own unmistakable beauty.

The Lincoln brings an added and entirely individual pleasure to motoring. From precise mechanism to sweeping contours, it is painstakingly built to be that kind of fine motor car. Indicative of its complete luxury is the sense of wind-blown power which its free-wheeling transmission lends to driving.

Gear shifts are smooth, exact and quiet. Between second and high speeds, back and forth, gears may be shifted without disengaging the clutch . . . and the removal of pressure from the accelerator allows the car to glide swiftly and silently on momentum, with the engine idling.

The fleet beauty of the car, its great comfort and safety, are enhanced by the long, low wheelbase of 145 inches and the wide tread. Its mechanical excellence is matched by an equal provision for the gracious comfort of those who ride in it. Every refinement in finishing, every modern appointment plays its fortunate part in the final luxury of the Lincoln . . . "as nearly perfect a motor car as it is possible to produce." The prices of the new Lincoln range from \$4400 up, f.o.b. Detroit.